

Ladies Improvement Association of St Andrews Bay

Edited by Miss Lillian Carlisle, Secretary.

Interest in the East Bay Canal proposition is greatly on the increase. The following letter from Mrs C. W. Rawson, of Albany Ga., is one of many received asking for fuller information regarding this project:

"This 'Century Plant,' this 'East Bay Canal Proposition' is before me. Sometime ago I received a similar communication, but regarded it much as an advertisement. Having no executive ability I beg that you enlighten me in a more explanatory way."

This lady gave this Canal the proper name, for it is indeed a "Century Plant;" so many times has it looked as if it were budding for bloom, to delight a good portion of a huge nation. But as the "century" had not reached its limit, we beheld it only in imagination, "what might have been" if only the fates had permitted it to have matured. Soon, this Century closes, therefore we must have this plant send forth its long promised and talked of blooms; it must put forth perfect blooms, and ere this old year has winged its way to the realms of the past, some extra nourishment should be given the roots, that the flowers—the cutting of the canal—will surely be visible next year.

It has been my purpose to put before those interested all the facts I could obtain regarding this proposition. In reply to data sent Senator Milton I have the following:

UNITED STATES SENATE,
WASHINGTON, D. C.
December 15, 1908.

MISS LILLIAN CARLISLE,
Callaway, Fla.

MY DEAR MISS CARLISLE:
"The circulars which you sent me relative to the East Bay Canal, have been forwarded to and received by me."

I appreciate very much this information, and am also pleased to see that you continue active work in favor of this Canal. I believe that your work will ultimately be crowned with success.

Any other information that you have or may procure I wish you forward to me.

With kindest regards and best wishes, I am,

Yours very truly
W. H. MILTON.

Even the President has not been neglected or overlooked, as will be noted by the following letter from Wm. Loeb, Secretary to the President, in reply to facts furnished in regard to this Canal and the deepening of the pass:

THE WHITE HOUSE,
WASHINGTON,
December 12, 1908.

DEAR MADAM:

I beg to acknowledge the receipt of your letter of the 7th instant, with enclosures, and to state that they will be called to the attention of the President.

Very truly yours
WM. LOEB,
Secretary to the President.

If space will allow I wish to give some facts in addition to what I have written.

Capt. Ferguson, of the U. S. Engineer Corps, who has made a careful study of this question, states that the saving in freight to the Chattahoochee, Flint, Chipola and Apalachicola rivers localities, by the improvement of the rivers and building of the East Bay Canal to connect these rivers with the safe and secure deep water harbor of St Andrews Bay, would amount to half a million dollars per year. This enormous amount would build six canals like ours.

Then again, when Columbus, Albany, Eufaula, Fort Gaines, Columbia, Bainbridge, Marianna and other river towns can have water transportation for their cotton and other products through this port, there will not only be a saving in freight, but an enormous growth in the business of these places. Nothing will do more to upbuild and develop the country tributary to these rivers than the cutting of the East Bay Canal.

This river system is to the river cities, if properly improved, as a good shepherd dog to his master; it will protect them against extortionate railroad freights, and can be used if necessary as the sole means of carrying their packages of commerce. Just here let me give an illustration which has been handed me that perhaps some of you older people are acquainted with.

It is of an experience of several farmers of Pike County, Alabama, which occurred sometime in the

sixties, when transportation of cotton was quite a task. Montgomery, Eufaula and Greenville were the markets, Pensacola and Mobile the ports. Eufaula was nearer by twenty-five miles than Montgomery, though the latter blessed with a river she could use, was a much better market, but the public roads were impassable with heavy loads at that season of the year, hence they decided, as the roads were good to that place, to go Greenville with their heavy loads of cotton and ship it to Mobile by rail.

Upon arrival at Greenville, which has no water outlet, they found that the freight on their cotton would be almost twice the rate it would have been from Montgomery, although Greenville is thirty miles or more nearer Mobile and on the same railroad line as Montgomery. But, they and their cotton were in Greenville and the public road to Montgomery was impassable. What could they do? To pay such exorbitant railroad freights to Mobile would destroy their profits. Some one suggested Pensacola, which was a better port than Mobile and much nearer; but even with the distance shortened the enormous freight rates stared them in the face.

Can you tell me why these farmers decided to ship their cotton back to Montgomery, thence to Mobile, especially since Pensacola was much nearer and a better port? It was simply because the port of Mobile was connected with Montgomery by the river, giving a competing water line with its railroad line, a protector against such tremendous freight rates.

But back to the different markets. Why did not these farmers go to Eufaula? It would have saved them a days journey and that city has a river about as good as Montgomery's, just because Eufaula's river did not connect with a safe deep water port.

I wish some one who can "add and multiply" would count up just how much trade Eufaula has lost in just the last half century by the lack of having her river connected with a deep water port. What would have been and what will be, that city's additional growth with these advantages that the East Bay Canal will give it? For this short canal will give that place and her sister towns the best and safest harbor on the Gulf of Mexico, also a port that will rank among the first in the whole universe.

Transportation experts have figured it out that water transportation costs just one-sixth of that of the railroad.

To show more fully the value of a river, connecting a town with a safe port, I will relate another historical incident which happened in Alabama some twenty years ago. Troy, which is about sixty miles southeast of Montgomery, decided that the difference between the freights that city was paying and that paid by Montgomery, was too great, therefore sought through the U. S. Commerce Commission to have the same reduced to that of Montgomery. After much contention and expenditure of money, Troy failed and was forced to accept the rates of a similar town which did not have such a competing and protecting river system.

The argument of the railroad being that, if they did not give Montgomery cheaper freight rates, that city would use its river altogether, the road thus losing its trade, but that the expense of transportation by rail was so great, should they give Troy and other like situated towns the low rates caused and commanded by a competing water line, the expenses would be greater than the profits. Therefore I say that a river which is connected with a good port is a greater protector of a town's freight rates and consequently its prosperity, than all the legislation and railroad commissions in the United States.

Eufaula, Albany, Columbus, Bainbridge and all other river towns wake up, appreciate the value of your rivers, make use of your own port, St Andrews Bay, and fill your own pocket books. Let no more money follow that which you have let go, just simply because a few feet

of sand lies between your river and a deep water port. Let's quickly push this sand aside and connect all this mighty and valuable river system with the unsurpassable port of St Andrews Bay.

To-day this six miles of sand deprives this port of the commerce of one of the richest territories in the South, and it deprives one of the richest territories in the South of the safest harbor and port in the world, and the only one in their reach by means of water.

The East Bay Canal also has a very important bearing upon the proposed location of a naval base on East Bay, as this would furnish cheap water transportation for supplies for such a store house or arsenal from the great interior of the central South. In fact there is no one waterway improvement that has been suggested that promises such valuable returns for so small an investment as does the East Bay Canal.

Arrangements have been made with Mrs G. L. Fenters to receive and forward subscriptions to such periodicals as the L. I. A. have secured discounts upon.

BROOKLIN, Grater Nu York.
MR. G. M. WEST,
Editor "PILOT,"
Panama Siti, Fla.

MI DEAR SUR:

Yu will find chek inklozed for subskripsyun du tu the PILOT. I hav taken great interest in reading the kolumz ov yur wide-awake newspaper ever since its first issu. It iz a most welkum vizitor tu mi Libraristudio, and mi imajinashun revelz in the tipo-wavelets from butiful St. Andrews Bay bi the suthern sea.

Since I hav repeatedli stated that I wud return tu the Bay hwen a railroad reacht its meanderinzz shorez, I prezume konsistensli wud insist that the du bil hwich iz now alredi several munths past du shud no longer be deferd. I must admit that the lojik ov the propozishun iz pressing klose agenst the meshez ov mi ltl brain for a desisiv solushun, and shud mi servisez be larjeli demanded az a muzik teecher—I may return ere another year passez bi.

I want tu be in klose tuch with the extensiv librariz ov this sity and Washington for a number ov munths hwile riting a "history ov edukashunal thot: From an Ekonomik and industrial standpoint." I also hav a great wurk tu du in introdusing The Progressiv Jurnal ov Edukashun before the teecherz ov this vast siti. I am a regular kontributing editor and wil make "Wayside Gleaning" a permanent feature, speshalli adapted tu aktual klas room wurk. I hav maild yu a kopi, and am urjing Miss Ethel Baker tu akt az solisitor on the Bay. I hav rekvested her tu konfer with yu shud she find time tu giv tu the wurk, and shal be grateful for eni menshun yu may see fit tu put in tipe, after the konferens. I want tu publish a humanitarian jurnal ov mi own a yeer from now either in the finanshal Metropolis, or els in the kuming helth metropolis ov Amerika.

Wil yu not kindly rite me relativ tu the immediate possibiltiz ov the Bay kuntry, and greatli oblige.

Yurz for Progres,
J. CHANT LIPES.

P. S.—Here's mi komplements to all the peepel—men, wimen and children, no matter what the insidents ov birth or stashun in life.

J. C. L.

The West Bay Naval Stores & Lumber Company.

Notice of annual meeting; Notice is hereby given that the annual meeting of the stockholders of The West Bay Naval Stores & Lumber Co., for the purpose of electing directors and transacting such other business as may properly come before the meeting, will be held on the 11th day of January, 1909, at 2 o'clock in the afternoon, at the office of the Company in the town of West Bay, Washington County, Florida. The transfer books will be closed from January 1st, to January 15th, 1909.

Dated, New York, the 21st Day of December, 1908.

ERNEST POPE,
Secretary.

NOTICE.

I am advised by the Register and the Receiver at the Gainesville Land Office that the lands embraced in the "Forbes Purchase," lying South of Township 1 North, are now subject to Homestead Entry.

W. C. LOCKEY,
Clerk Circuit Court.

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